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CORRESPONDENCE SEAMEN'S STRIKE.

TO THE EDITOR OF "THE HONGKONG DAILY PRESS."

SIR.—Now that the strike has been settled (and as I hope, amicable relations between the disputants have been restored) and one can calmly and dispassionately view in their due perspective the points at issue, some useful purpose may be served were I to seek publicity through the generous medium of your columns of the part I took. At the same time it appears incumbent on me to do so in order to dissipate rumours that were current during the strike that I was the person who had instigated it and was directly or indirectly responsible for its continuance.

A few days before the 11th January, 1922, I was present at a meeting of the Chinese General Chambers of Commerce, when the Chairman informed the meeting that the Chinese Seamen's Union had requested the Chamber to intercede and act as Arbitrators in the matter of their demand for increase of wages. I expressed the view that the Chamber should assist in the settlement of the question and that with such a capable and tactful secretary as Mr. Ip Lan-chuen the Chamber should be successful in mediating and in terminating the trouble.

On the 12th January (Thursday), the Chairman of the Seamen's Union called and informed me that the Union desired to retain me. He stated that another lawyer had drafted the "ultimatum", for them, stating that if the matter was not settled by 9 o'clock next morning (Friday) the strike would commence, and that all the letters embodying this ultimatum had been delivered two hours earlier. I pointed out that if the strike was to be on next morning there would be no time for me to endeavour to bring about a settlement and to avert a strike. According to what I stated, as a condition of my acting, he should authorise me to inform the shipowners that, if the shipowners would formally notify me in the course of that day that they were willing to negotiate, the strike would be called off for a few days pending the result of negotiation. To this he agreed and thereupon I at once went round to Messrs. Jardine, Matheson & Co., Ltd., and saw Mr. Bernard.

Mr. Bernard was good enough to inform me that a meeting of the shipowners was at that moment being held at the City Hall, and suggested that I should go with someone in his office and convey the offer of suspending the strike to Mr. Sutherland. Accordingly, Mr. Grimstone and I went to the City Hall and informed Mr. Sutherland of this development. Mr. Sutherland told me that the matter would be discussed at the meeting and he would give me a definite reply in the course of the afternoon.

I waited anxiously for the reply during the whole of that afternoon, but I did not receive it until nearly 7 o'clock that night, when a letter from him was delivered to me at my house, as follows:—

"Chinese Seamen's Wages.
"With reference to your call of this morning when you stated you were presenting the interests of the Chinese Seamen's Union, I have to inform you that, at a meeting of the principal Steamship Companies concerned, it was unanimously decided that the Companies should deal direct with their own crews."

"Thanking you for your kind offer of assistance."
The next morning, 13th January (Friday), I replied to Mr. Sutherland as follows:—

"The Chinese Seamen's Wages.
"Your letter of yesterday's date was not delivered to me until 7 o'clock last evening and we note that it was unanimously decided by the principal steamship companies concerned that the companies should deal with their own crew."

"As a matter of record, we desire to state that yesterday morning we stated not only that we were representing the interests of the Chinese Seamen's Union, but also that our clients under our advice had agreed to postpone the strike if you and the other principal steamship companies would let us know, in the course of yesterday, that they were willing to negotiate, in order to allow time for the matter to be decided by negotiation."

The strike was now on, and beyond writing a few letters on behalf of the Union to Captains of steamers relating to the Chinese crew, there was nothing for me to do that day.
The next, 14th January (Saturday), one of the Officials of the Union called on me and we discussed the position. I pointed out to him that the matter should be decided by arbitration and that the refusal to arbitrate would be taken as an implication that the seamen were afraid to subject their demands to an impartial investigation and that such demands would consequently be considered unjustifiable. After a long discussion, he authorised me to tell the Secretary for Chinese Affairs that the Union would agree to leave the matter to be decided by two arbitrators, one to be appointed by each side, and, in case of disagreement, by an umpire to be appointed by the arbitrators. But the Union Official wanted me to stipulate the condition that the arbitration should proceed on the principle that the award should go only as to quantum. There were, besides, one or two subsidiary points which had no importance.

I at once proceeded to see the Secretary for Chinese Affairs and laid the proposal before him, but, as the members of the Union afterwards declined to proceed to arbitration, the details of this conversation are now immaterial.

After this I did nothing further professionally.

On the 10th February I received a confidential communication from an English gentleman occupying a position of importance and responsibility in the service of the Chinese Government in Canton, wherein it was suggested to me the possibility of the settlement of the strike on the following basis:—

(a) The promise of a definite minimum increase in wages based upon the offer made by the shipping companies published in the *Daily Press* of the 13th January to commence from day of resumption of work, and the appointment of an arbitration board to decide upon the maximum advance and the date from which all advances shall take effect.

(b) Consent to the re-establishment of the Seamen's Union in Hongkong, currently with resumption of work, it being further understood that regulations to govern all Unions in Hongkong will be drawn up by the Government without delay.

Previous to this, it may be necessary to state, the Committee formed at the meeting of the Tung Wah Hospital had offered to mediate, which fact precluded me from acting on the suggestion originating from Canton.

On the 11th February I wrote officially to the Secretary of Chinese Affairs and set out the proposals in detail. I was sent for by the Hon. Mr. Hallifax and informed verbally that the Government could not in any case accept the proposal embodied in paragraph "b", and, regarding the proposals generally, he suggested that, as the mediation was in the hands of the Tung Wah Hospital, I should do nothing further in the matter. I do not wish to appear "wise after the event," but I may mention that at this interview I expressed strongly the view that the Government should permit the re-opening of the Union on the men returning to work.

Feeling that some good could be achieved, and no harm done, by pursuing the friendly tentative efforts at negotiation, I telegraphed to Canton, and offered my personal services if they were required. Unfortunately, as the Canton gentleman held no official status in relation to the Seamen both here and I had reluctantly to leave matters very much where they were, but the altruistic motive of the originator of the proposals cannot be too highly commended, and I only regret that respect for confidential communications does not permit of my disclosing the same of one who had really exerted his best endeavours to bring the parties at variance to an agreement at a time of emergency.

What subsequently happened is a matter of recent history and no more need be said beyond what has been placed on official record by the various parties concerned. That is not to say, however, that in this briefly dismissing the subject I must be taken to imply that I am in agreement with all that has been published in connection with the recent crisis. And, in conclusion, I cannot help observing that had a more conciliatory attitude been displayed by the shipowners from the very beginning there might not have been a strike at all, because it has been since definitely established that the Union's first letter of demand for an increase dated the 25th November, 1921, and their third letter dated 12th January, 1922, have none of them been answered. And as we now know on the very day I myself came on the scene, i.e., the 13th January 1922, the shipowners still took up the attitude of a determined refusal to negotiate with the Union, and elected to "deal direct with their own crew."

Yours faithfully, M. K. LO.

Hongkong, March 21st, 1922.

MUNICIPAL ELECTION AT SHANGHAI.

RESULT OF THE POLL.

Polling took place in Shanghai last week for the election of the new councillors. Out of ten candidates, the undermentioned were elected:—

Successful Candidate.	Votes.
Mr. S. Sakuragi	628
Mr. H. G. Simms	594
Mr. H. L. Girardet	569
Mr. A. B. Lowson	532
Mr. W. P. Lambie	520
Mr. V. G. Lyman	499
Mr. H. W. Lester	479
Mr. G. N. Wilson	325
Mr. S. Fessenden	273

Mr. A. J. Hughes, for whom 294 votes were cast, has already stood for election, but on this occasion was again unsuccessful. It will be noticed that the highest number of votes are recorded against the name of Mr. Sakuragi the Japanese candidate.

It is estimated that about two-thirds of those entitled to vote—about 1,600—under the Land Regulations took an active part in the election. The total number of voting papers placed in the ballot box was 752 and, in addition, eight were irregular. With the exception of Messrs. Lester and Wilson, the newly elected councillors served during the last Municipal year.

The next Chairman of the S.M.C. will be elected by the new councillors at their first meeting, to be held shortly after the annual meeting of ratepayers.

THE PRINCE'S VISIT TO JAPAN. OFFICIAL PROGRAMME ANNOUNCED.

The programme for the Prince of Wales's stay in Japan has been officially published.

On the morning of April 12th, His Royal Highness will arrive at Yokohama and immediately enter the capital of Japan, proceeding to the Imperial Palace and then to the detached palace at Akasaka, where he will stay until April 18th.

In the meantime, His Royal Highness is expected to attend a dinner-party to be given at the Imperial Palace, dinner-parties by Prince Higashi Fushimi, the British Ambassador, Premier Takahashi, Count Uchida, Minister of Foreign Affairs, Prince Tokugawa, Marquis Nabeshima, as well as the Military Review, the Imperial Cherry Party and the reception by the City of Tokyo.

On April 14th, however, His Royal Highness will have a rest, the day being Good Friday.

On April 15th, the Prince will pay a visit to Nikko, returning to Tokyo on April 21st, and on April 22nd proceed to Yokohama, where he will attend the ceremony of unveiling a monument in honour of those who laid down their lives in the Great War, and after doing the sights in and around Kamakura and Yenoshima, will attend the reception to be given on board a Japanese warship in the harbour of Yokohama and then attend a ball by British people resident in Yokohama where he will stay overnight.

On April 23rd, His Royal Highness will pay a visit to Odawara to attend a dinner-party at the country villa of Prince Kanin, passing the night at the detached house of Baron Iwasaki at Yunoto, Hakone.

On April 25th, he attends a dinner-party at the detached palace and on April 26th after doing the sights of Lakes Kawaguchi, Seiko, and Shojin at the base of Mt. Fuji, puts up at the Shojin Hotel.

On April 27th, the Prince will visit Kyoto, paying his respects to the Imperial Mausoleum at Momoya. On April 29th, he will go boating on Lake Biwa, making a stay in Kyoto until May 2nd, then on May 3rd and 4th he will visit Nara, and on May 5th will attend the reception to be given by the City of Osaka as well as the ball by foreigners resident in Kobe where His Royal Highness stays overnight.

On May 6th he will journey to Takamatsu City, Shikoku, to attend the dinner-party and reception by Count Matsudaira. On May 7th, he will see the sights of Itakushima Island, one of the "Three Great Sights" in Japan and on May 8th, he will visit the Naval College at Yodajima and the Arsenal at Kure, where he will travel down to Kagoshima, at the south end of Kyushu, where His Royal Highness is to attend the dinner-party and reception by Prince Shimidzu on May 9th, after which His Royal Highness sails for home.—*Eastern News Agency.*

COMPANY REPORT.

GULA-KALUMPONG RUBBER
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Messrs. Lowe, Bingham & Matthews advise us that the annual general meeting of the Gula-Kalumpong Rubber Estates, Ltd., will be held in London on April 4th, the Share Register being closed from March 24th to April 4th, both days inclusive. The balance at credit of profit and loss account is £23,673.15s., from which the following dividends payable on and after April 11th to all shareholders registered on April 4th and bearer share-coupons, subject to confirmation at the annual meeting, have been allocated: Fully paid-up shares, 1/8d.; partly-paid shares, 4d.; less income-tax at the rate of 6s. in the pound. It is proposed to place at reserve fund £7,176.3s.4d. and carry forward £24,496.2s.5d. Forward sales of rubber for 1922 are 145 tons at 2/8d. The board of directors do not intend making a call on partly-paid shares during 1922.

KIAOCHOU'S COST TO CHINA. A JAPANESE ESTIMATE.

In an article dealing with the return of Kiaochow to China the *Manchuria Daily News* says:

It will be of interest to learn what Japan has laid out in Shantung. Germany is said to have invested \$9,000,000 marks or about ¥23,000,000 in Shantung. Of this amount, between ¥5,000,000 and ¥6,000,000 was laid out in mining enterprises, leaving some ¥23,000,000 net for the construction of the Shantung Railway. When Japan took possession of the railway, the locomotives numbered only 40, which number has been raised to 109, while the passenger cars have been just doubled—to 160. Goods cars, too, have been increased in number. Adding to this the extension of the workshops, the laying of sidings, etc., the total investments will come to more than double the ¥23,000,000. Besides, the water-works, electricity works, slaughter houses, etc., have cost the Japanese between ¥50,000,000 and ¥60,000,000. Furthermore, the salt fields comprise about ¥20,000,000 each, which have already absorbed some ¥30,000,000. The salt industry is a private business, and the money invested therein has been borrowed from the banks. China will probably redeem the Shantung Railway, etc., in treasury bills amounting to about ¥100,000,000.

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TO LET—From about 1st May—furnished house, 4 Magazine Gap, six rooms, near Motor Road. Apply F. M. Crawford—c/o

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WANTED to Purchase or Rent Matched house at Repulse Bay. Reply Box No. Q.K. c/o Daily Press Office.

TO LET—From April 15th to June 31st. Small four roomed house with garden in Conduit Road with probable option of extension for a further period of twelve months. Reply Box No. Q.I. c/o Daily Press Office.

TO LET—Furnished House at the Peak, to married couple for six months from 1st May. Reply to P.O. Box 353.

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TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the new columns of the *Hongkong Daily Press*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertisement at the prevailing rates.

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KOWLOON QUESTIONS. YEAR'S ACTIVITIES OF THE RESIDENTS' ASSOCIATION.

Mr. C. A. de Roza presided at the annual meeting held, last night, at St. Andrew's Church Hall, of the Kowloon Residents' Association. An exhaustive review of the year's activities, was given by the Chairman and afterwards the Rents Ordinance, the Cemetery, and other questions were discussed.

THE CHAIRMAN'S REVIEW.

The CHAIRMAN mentioned that the membership had remained constant during the year; the subscription was only \$1 a year and the funds available, therefore, did not permit of printing a full report of the Association's activities. The letters sent and received would convince members that the Association had been full of activity.

HOUSING.

Continuing, the Chairman said:—

One of the very first subjects which the Association took up after its establishment—and has closely watched since—was that of housing and increased house rental. When the Government proposed, in April last year, to increase the Assessment Rate from 15 per cent. to 20 per cent., the Committee very vigorously protested on the ground that house rents were already exorbitantly high and that the residents of Kowloon suffered disabilities as compared with residents in Victoria. We pointed out that Kowloon has no trams, no hospitals, an uncertain water supply, indifferent street lighting, no cemetery and is insufficiently policed; and we also emphasised the fact that house rents in the Peninsula had already reached a limit beyond which it would be iniquitous to go. Further, we urged the establishment of a Fair Rents Board as being highly necessary to stop the constantly recurring increases in rents which were imposed. It may be that the Committee combined with the Constitutional Reform Association in a public meeting of protest against the Government's rating proposal and it was gratifying to learn, subsequently, that the Government had abandoned its proposal.

THE RENTS ORDINANCE.

This announcement was almost immediately followed by the introduction into the Legislative Council of what was perhaps the most important legislation of the year—the Rents Ordinance. There have been two subsequent Ordinances passed in order to make the original Ordinance thoroughly watertight and your Committee is confident that members share with them the gratification at the fact that the Government of this Colony has seen fit to act—and act strongly—in the interests of householders. We sincerely hope that the Government will continue its policy of protection and will refrain from imposing any additional burden by way of a rates revision on the rent-paying community. The housing shortage in this Colony, and especially in the Kowloon Peninsula, is still acute and we trust that the Government will not suspend the operation of the Ordinances I have referred to until the housing supply is adequate to the community's needs.

There is no doubt that the Government found assistance and moral backing from the many letters which we sent it prior to the framing of the Rents Ordinance, in which we exposed cases of raising and in which we pointed out the fact that as the Government moved so strongly in the matter the publication of much correspondence on this point was rendered unnecessary. At the present time there is an encouraging activity as regards the building and the hope of your Committee is that the time is not far distant when the supply of houses will be adequate to our requirements.

MOTOR BUSES.

Last year there were published in the Government Gazette lengthy regulations governing the establishment of a proposed motor bus service. These regulations were very largely based on our recommendations and it seemed that at last Kowloon was to have an adequate and cheap transportation service. Members were later asked for and given. But, to regret of the whole community, that scheme was dropped by the Government and has never been heard of since. Through private enterprise, however, Kowloon now possesses a motor bus service which is a means of speedy, cheap and efficient transport. Although this small pioneer service has its value, it is, by its very nature, of little or no benefit to the European residents of Kowloon who had been led to expect something very much superior in every way. As the development of outlying districts for the purpose of providing European residential areas is one of the obvious needs of Kowloon it is the hope, not only of this Association but of residents generally, that matters will not be allowed to remain where they are at present, and that before very long we on this side of the harbour will possess modern travelling facilities better suited to our needs.

WHY NOT TRAMWAYS?

In this connection it is to be hoped that the Government will seriously consider the advisability of providing an efficient and modern tramway service. When one remembers that on the Hong Kong side tram-cars run to such outlying districts as Quarry Bay and Shaukiwan there is surely reason in our suggestion that Sham Shui Po, Mongkok, Yau-ma-tei, Hung Hom, Kowloon City, etc., could be similarly served, more especially in view of the fact that the roads along which such cars would run would undoubtedly open up much desirable territory for residential purposes. There is no reason why a circular route could not be designed to cater for all these districts. This is a matter which might well engage the early attention of the incoming Committee.

THE KOWLOON HOSPITAL.

As to the question of a hospital for Kowloon, the Chairman said:—Over twelve months ago, the late Mr. Noronha, speaking at the annual meeting of the Association, regretted that there was nothing fresh to report as to the Hospital, and to-night there is not a great deal more to say. There are still very few visible signs of fulfilment of our desires, for, as yet, although the site was decided upon fully eighteen months ago, tenders for the erection of the building have not even been called for. But I shall be able to show that the fault for the interminable delay cannot be laid at the door of the K.R.A.

Our hopes were raised high when, in the Budget for 1921, a sum of \$50,000 was set aside for the provision of a hospital for Kowloon, it being explained that the Government, intended, in the first instance, to commence with a small building, capable of extension when the needs of Kowloon became better known. However, time went on with no indications of activity on the chosen site, and accordingly, in March, 1921, representations were once more made to the Government, that it was not then possible to give any date, but that when detailed plans were finished, tenders would be invited. In July, the Government invited the Association to send two representatives to a meeting of the Public Works Committee at which the plans of the hospital were to be considered. The estimates presented at the Budget meeting of the Council showed that a total sum of \$380,000 had been set down for the hospital, that the estimated expenditure up to 31st December, 1921, was \$50,000, and that it was expected to spend \$220,000 on the undertaking during the present year.

The Committee wrote to the Government enquiring the approximate date of completion, and was informed that tenders would probably be invited in about two months from the date of the letter (December 28th last) and that the first portion of the building would take about two years to construct. In the opinion of the Committee this delay is unwarrantable. Since the receipt of that reply, your Committee has once again written to the Government, emphasising the urgency of the matter, expressing its disappointment at the length of time estimated to be necessary to erect the building, and once more suggesting that the whole scheme be placed in the hands of outside contractors under the supervision of one of the local firms of architects.

The case for a hospital for Kowloon has gone beyond the point of argument; it is admitted by the Government. The Census taken last year showed that there were over 3,000 non-Chinese residing on the Kowloon Peninsula and for these 3,000 residents there is absolutely no hospital accommodation whatsoever on the mainland. Surely we have some ground for complaint in the fact that, whereas a site was decided upon so long ago as September, 1920, tenders have not yet even been called for and two years are expected to elapse between the time of commencement of work and the completion of the first part of the building. We can only express the hope that the Government will now see that the scheme is rapidly pushed forward and that its fulfilment will not be in any way delayed by other works, such as the general development of the locality in which the hospital will be situated. In any case, as this Association has already intimated to the Government in a report on the subject, the necessity of peace and quietude for patients should be kept in view and no buildings, either residential or industrial should be allowed in the vicinity of the site. These disadvantages, existing in the case of the Government Civil Hospital, should not be duplicated on this side of the harbour.

TRAFFIC REGULATIONS.

Traffic control in Kowloon is very much better to-day than it was a year ago. Definite routes have been laid down for rickshaws and motor-cars approaching and leaving the ferry wharf, and using other roads in the Peninsula. Much better control is exercised by the police. Caution signs for motorists, in English and Chinese, are now displayed in Nathan Road and it would be of great assistance to the police if residents would take care always to observe these signs and the signals of police officers. It has been brought to notice that rickshaws coolies have often been encouraged by the passengers to act contrary to signs and signals. It is hoped that all Kowloon residents will co-operate to prevent violations of regulations which have been designed for their special benefit.

MEDICINE AND WATER.

The Chairman briefly referred to other matters with which the Committee had dealt during the year. One was the inconvenience caused to Kowloon residents by the lack of dispensing facilities after 6 p.m. The Government, "regretted its inability to interfere" but the Committee still felt that in the case of drugs urgently needed at night Kowloon was very ill provided for. Surely, it should not be beyond the capabilities of the Government (the Chairman remarked) to give a little more protection, if private enterprise fails to meet this real want.

The Committee has received many complaints as to the indifferent water supply during certain hours of the day and of having to pay excess water charges for nothing more substantial than air registered by the meters. An improvement had been promised by the Government in the course of the next four months; an additional main was to be laid in Tai-kook Road.

A question which had exercised the minds of the Committee was the proximity of the proposed Cemetery near Ho Mun Tin to the projected Kowloon Hospital. It was felt that it would be a pity if the Government opened up this particular area as a cemetery and that the locality should be reserved for the erection of dwelling houses. Representations had been made to the authorities in this sense.

FACILITIES FOR RECREATION.

Efforts to secure a Recreation Ground in Kowloon had not, so far, brought any result. An enquiry as to land for a football ground had been received and the incoming Committee would take up the matter with the Government. Plenty of land was available and a small expenditure would provide a suitable field. In the matter of taxation, Kowloon was not given preferential treatment and, although Hongkong was no better served in regard to open spaces near the town, that was no reason why the mistake should be repeated in the Peninsula. Land sales as a means of producing revenue should not be carried out to the extent of "sacrificing the lungs" of a growing town, and if money must be found why not have recourse to a loan which is the usual expedient followed by every Government or Municipality in the world to finance large public works? The Chairman also suggested that a few thousand dollars in subsidies to military bands would result in a great boon to the residents of the Peninsula and the Island.

CONSTITUTIONAL REFORM.

The Chairman continued: Your Committee have not lost sight of the Constitutional Reform question. At a time when a greater measure of self-government is being granted to other Crown Colonies, Hongkong seems to have been left far behind. Colonies of far less commercial importance, and greater military importance, if military importance be a disability as has been alleged, have been granted popular forms of Government, and we trust the day is not far distant when the Colony of Hongkong will enjoy the same benefits.

The Chairman expressed the Committee's deep regret at the death of the late Mr. E. J. Noronha, he could personally testify to the great amount of work Mr. Noronha did for the Association. He also recorded the resignation by Mr. W. Jackson of the office of hon. secretary and treasurer. Mr. Jackson held the post from the inception of the Association; he was a hard worker and his place would be difficult to fill.

THE STRIKE.

The annual meeting having been postponed in consequence of the strike, the Chairman was able to include the following reference to the Association's share in coping with the troubles of that period. He said:

The Committee are pleased that the Association has been of practical use to the residents of Kowloon during the recent strike by attending to the sale of meat, bread and milk at the depot at the Kowloon Railway Station, which was arranged by the Government, and I take this opportunity to convey the Association's thanks to the many gentlemen who volunteered for the work.

DISCUSSION BY THE MEETING.

DISCRIMINATION BETWEEN PASSENGERS.

Mr. ANDERSON asked as to the conduct of the motor bus service. He said the buses did not seem to keep to scheduled times or routes; further, coolies in working clothes, so long as they could afford to pay ten cents, were allowed to take first class seats in cars. It was objectionable to have people in very dirty clothes and smoking bad cigarettes sitting next to one on the buses.

The CHAIRMAN said that as regards routes and times the Association might be able to help by writing to the Company, but the exclusion of coolies would present a lot of difficulties. If a man could pay his fare he did not see how he could be prevented from riding.

Mr. G. P. CURRY agreed with the Chairman and remarked that passengers could not very well be subjected to the scrutiny of some artist in dress before they were allowed to travel. If people wished to take advantage of a very cheap method of transport they must put up with their neighbours on the buses. He would deprecate the Association raising such a question.

The report and accounts were then adopted.

THE CEMETERY SITE.

The CHAIRMAN said they would be glad to hear members' views with regard to the hospital question.

Mr. CURRY: I think we had better concentrate on the cemetery—the hospital scheme being so far away. Perhaps we shall all be dead before it is settled.

The CHAIRMAN said that the Government would not reconsider its decision on the cemetery question, but Mr. F. P. de V. SOARES said he thought the Government would move the cemetery.

Mr. T. W. ROBERTSON thought that the site of the cemetery—just behind King's Park—would make a very good recreation ground or building site. The cemetery should be miles further away.

Mr. W. J. STOKES agreed. Kowloon was expanding so fast that, in a very few years, the proposed cemetery site would be in the middle of the town.

Mr. SOARES: It is right in the centre of a town now.

Mr. STOKES: It is far more valuable as a building site.

The CHAIRMAN said that although the Government had absolutely declined to reconsider their decision he thought the views of the meeting should be communicated to the authorities, and this was agreed to.

The CHAIRMAN mentioned that there was a possibility of the Rents Ordinance being abrogated and the Association intended to take strong action in favour of its continuance.

Mr. R. E. GUNN asked if the Rents Ordinance was working hardship on the landlords. If so, landlords might be expected to raise rents if the Ordinance was abrogated. The prime motive was to keep the landlords from raising the rents. If there was no danger of the landlords raising rents the Ordinance was not hurting them but, added Mr. Gunn, "if it is hurting them, we want it."—(Laughter.) If the Government think the rent fixed by the Ordinance is the right return for their landlords' money the Ordinance should be continued indefinitely.

The CHAIRMAN said that the best test as to whether the Ordinance was needed was whether all houses were occupied. When some houses were empty the Ordinance might be abrogated. At present, although new buildings were going up, they were all occupied immediately.

The meeting approved representations being made to the Government in favour of the continuance of the Ordinance.

ELECTION OF OFFICERS.

The election of officers was then proceeded with. Mr. HICKS proposed that Mr. C. A. de Roza be appointed President and remarked on the hard work that Mr. de Roza had put in as Vice-President and Acting-Secretary. Mr. JOHNSON seconded and the resolution was carried with applause.

Mr. B. WYLIE was elected Vice-President on the motion of Mr. PURVES, seconded by Mr. SHROFF.

The CHAIRMAN proposed that Mr. A. Morley be elected hon. secretary. Mr. Stokes seconded and it was carried. Mr. F. P. Shroff was elected hon. treasurer.

The following were appointed to the committee:—Dr. Thomas, Dr. H. Balcen, the Rev. G. R. Lindsay, Messrs. T. A. Martin, A. G. Hewlet, A. Hicks, P. V. Botelho, J. Johnstone, R. Packham, J. Parsons, T. Petrie, S. Hadden, W. J. Stokes, F. P. de V. Soares, R. E. Gunn, D. A. Purves and J. E. Anderson.

THE SERVANTS' PROBLEM.

The CHAIRMAN mentioned that the notice convening the meeting announced that the servants' problem would come up for discussion. He said there were many rumours, but nothing definite, as to the proposed attitude of the servants. Personally, he thought that what they heard were only rumours but it was best to be prepared and he invited members to express their views. The Peak residents were forming an association very much on the lines of theirs and, he believed, intended to take up the servant question. If so the K.R.A. should join forces, as this question affected the whole Colony, and no section could take independent action.

Mr. A. MORLEY thought that the time was inopportune; it would be better to "let things die down a bit." No good could be done by discussing the problem in public. As to paying servants during the period, they went on strike, Mr. Morley suggested that this was purely an individual matter. If servants had behaved reasonably well, in leaving things in good order and coming back promptly, it was open to employers to pay them. He hoped the Association would not lend itself to anything in the nature of reprisals. In some people's minds there was an idea that we should get our own back but the Association should be discreet in such a matter. The registration of servants had been found in Shanghai not to be workable because of solid opposition by the servants. The policy favoured of autocratic restriction and he did not think the Government would give its support. As far as he could see, the servant problem did not exist.

Mr. W. J. STOKES agreed. No attack had been made and, until it had been, the Association had nothing to set upon. Preparations could not be made by a public meeting; it must be left to a committee. The subject then dropped.

VOICES OF THANKS.

A vote of thanks to Mr. Robertson, who is shortly leaving the Colony on retirement, was proposed by the Chairman who said the Association was grateful to Mr. Robertson for many years of splendid service. Thanks were also accorded to the retiring President, Captain Wheeler, and to the Chairman for his work during the strike.

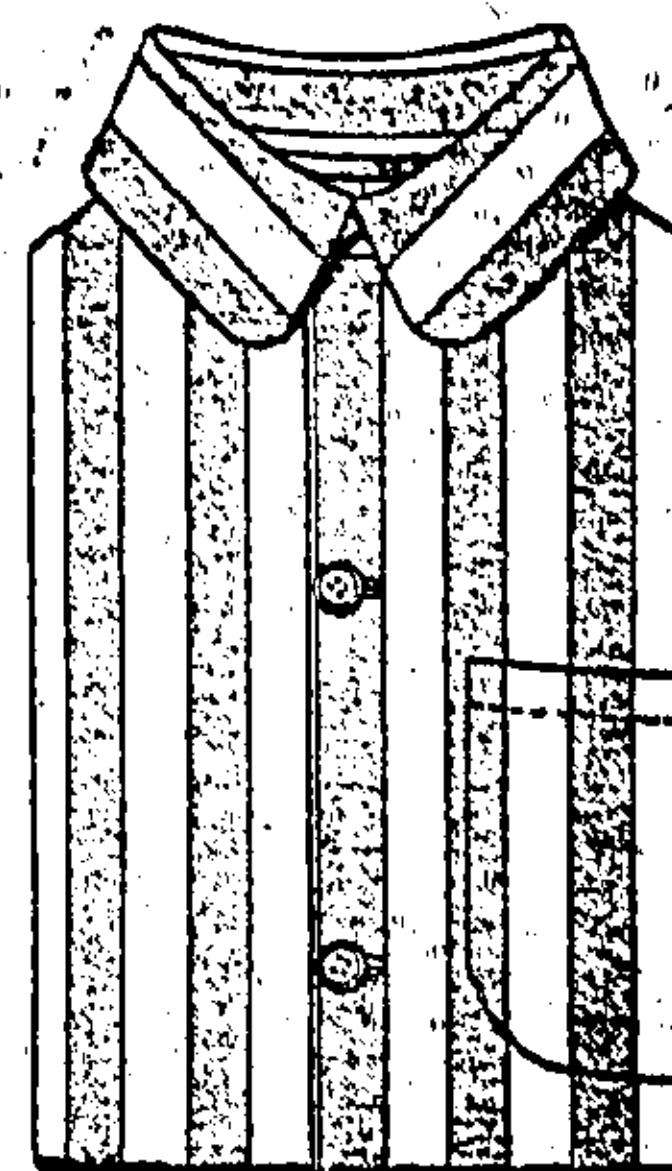
THE PEARL OF THE PACIFIC.

The glories of the waltz should be quickened afresh by "The Pearl of the Pacific," composed by Maud Fitz-Stubbs, better known locally as Mrs. Harry Woods. Already a popular success in Australia, following on the "Heather" and "Orlando" waltzes, by the same composer, there is every reason to believe that "The Pearl" will soon become a favourite in dancing circles in the Colony—and beyond. The tune is not flamboyant but is simple and sweet and ideal for its purpose, the second movement, in particular, being especially tuneful. Piano-players will find this an acquisition to their dance music, and a piece that presents no difficulties to the average player. Copies can be obtained from local music-sellers.

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HONGKONG.

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3531 (STEALING WHY DON'T YOU SMILE)	3532 (GRANNY SEE LOVES ME SHE LOVES ME NOT)

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There we are showing the LATEST LONDON STYLES suitable for present season's wear and invite your inspection.

CABLES.

LATEST CABLES.
(THROUGH BOSTON'S AGENCY.)PRINCE IN COLOMBO.
A POSITIVE JUBILATION OF
WELCOME.

Colombo, March 22nd.

Ceylon is magnificently fulfilling a long-cherished resolve to show the great Indian "pentastula" her own conception of a royal welcome. This is the outstanding fact which emerges, almost as an obsession, from Colombo's crowded round of gaiety. She cannot compete with the grandeur and pomp of Indian hospitality but by the very reason of its comparative simplicity the warmth of her reception of the Prince is the more accentuated. The people themselves have risen, en masse, in a positive jubilation of welcome and their warmth needs no emphasis of Oriental pagantry. We felt this particularly at the presentation of the colours to the Ceylon Light Infantry this morning. Judged by the standard of military spectacle throughout the tour it was a very minor affair, but every available foot of space between Queen's House and the Echelon Barracks was packed with smiling and cheering humanity so that the parade itself became but a mere detail in the much more important business of seeing the Prince. In fact, the parade was rather disappointing, the usual ceremony being very much curtailed. The occasion was interesting as it is said to be the first presentation of colours in the history of the island. The Prince of Wales afterwards inspected other troops on the ground and a large body of ex-servicemen. He visited the regimental mess before returning to Queen's House. In the afternoon he played polo and in the evening he attended a small dance given by the Governor. Colombo is still exuberantly *en fete*.

LABOUR TROUBLE IN
AUSTRALIA.

Melbourne, March 22nd.

It is reported from Sydney that the seamen and miners unions propose to declare a strike rivaling the upheaval of 1917 as a resistance to reduction in wages.

LOYAL AFRICAN NATIVES.

Nairobi, March 22nd.

Witnesses in the magistrate's court enquiring into the recent outbreak paid tribute to the conduct of native troops who maintained discipline despite the mob's provocation.

GERMANY'S PAYMENTS.

Paris, March 22nd.

The Reparations Commission has fixed Germany's payments for 1922, under the heads of reparations and cost of armaments of occupation, namely, 1,720,000,000 marks in cash and 1,400,000,000 in kind.

U.S. MINERS' STRIKE.

OVER NINETY PER CENT. IN
FAVOUR.

Indianapolis, March 22nd.

The present ballot returns show that over ninety per cent. of the miners favour a strike. The strike order provides for complete suspension of coal-mining, but it allows engineers and pumpmen to remain at work. It urges all concerned to refrain from violence and intimidation.

WASHINGTON, March 22nd.

The Government is considering plans to prevent disruption of the country's transport system through the strike.

BRITONS IN CHINA.

A STATEMENT IN PARLIAMENT.

London, March 21st.

In the House of Commons, replying to Mr. Lostrange Malone, Mr. Harcourt said the number of British officials paid by the British Government on Foreign Office vote (Diplomatic, Consular and Commercial Diplomatic Services) and employed in China was 103. No British officials on the Foreign Office active service list were employed in the service of the Chinese Government or paid by the Chinese Government. A number of British subjects were employed and paid by the Chinese Government in the Customs, Salt, and other Departments but the details were not available.

INDIA'S COTTON TARIFF.

PROPOSED INCREASE IN EXCISE
DUTY REJECTED.

Delhi, March 21st.

The Legislative Assembly has rejected the proposed increase in the cotton excise duty by 55 votes to 33, thus rendering still more unpalatable to Lancashire the rise in import duties from 11 per cent. to 15 per cent.

HIS MAJESTY INDISPPOSED.

London, March 21st.

The King has a slight cold. Engagements are temporarily cancelled.

LATEST CABLES.

IRISH SITUATION.

BORDER TROUBLE GROWS HOURLY
WORSE.

London, March 22nd.

The situation on the Ulster border is hourly growing worse. The main scene of operations has suddenly shifted from Derry to South-west Tyrone. Bodies of raiders have set fire to numerous farmsteads, attacked the farmers and shot special constables. The hottest fighting is in the Trillick district where police barracks sent up Vercy lights. Troops arrived, but the incendiaries were so numerous that they were unable to check the outrages. A complete line of demarcation is now being drawn between the official territories of north and south and troops are assembling on the borders. Intense political bitterness prevails both in Dublin and Belfast.

EARLIER CABLES.

PRECAUTIONS AGAINST TENSION
ON FRONTIER.

London, March 21st.

In the House of Commons at question time, Mr. Churchill admitted serious tension on the Ulster frontier. Apparently the raids on Northern police barracks were organised by local members of the A.R.A., no free State forces participating. Mr. Churchill said there was no danger of raids upon their territory, and had instructed General Macready to assist the Northern Government for defensive purposes. He said that the Northern Government had overwhelming forces at its disposal.

Replying to Mr. T. P. O'Connor, Mr. Churchill said that the condition in Ireland was less serious than in the past, but he was convinced the Northern Ministers were determined to restore order.

UPPER HOUSE AMENDMENTS NOT
TO BE PRESENTED.

London, March 21st.

Fears that the Irish Treaty Bill would be wrecked by amendments on the Committee stage in the House of Lords were removed by a statement from the Marquis of Lansdowne early in the debate.

The Marquis said that if it were a choice between the amendments and the Bill, he would urge abandonment of the amendment of amendment.

When the Bill was returned from the Commons, Lord Salisbury, opening the debate, said he and others who had put down amendments did not desire to wreck the Bill, but wished it to pass in a reasonable form.

Viscount Peel, on behalf of the Government, announced most definitely that the Government would not accept the amendments. The Marquis of Lansdowne, who followed, said that the Lords would have done their duty in recording their objections.

THE GENOA CONFERENCE.

POSITION OF MR. LLOYD GEORGE.

London, March 21st.

While Mr. Lloyd George has been resting in Wales, a controversy has been raging in the London Press on the subject of his intentions in view of the growing evidence of the Conservative Party's dissatisfaction at his leadership.

Assertions that he will shortly resign are confuted by an announcement to-day that the Government will submit a motion in the House of Commons in support of the Genoa Conference early in April, when the Premier will expound the Government's policy on the eve of his departure for Genoa. This is regarded as equivalent to asking the Commons for a vote of confidence in the Premier.

THE BRITISH DELEGATION.

London, March 21st.

In the House of Commons at question time, Mr. Chamberlain announced that the Genoa Conference would be held on April 10th as arranged. Mr. Lloyd George, Marquis Curzon, and Sir Robert Horne will represent Britain.

Mr. Chamberlain added that Mr. Lloyd George will return to the House of Commons on April 2nd, and immediately take the opinion of the House on the Government's policy for Genoa. The Government's motion concerning same would clearly raise the question of confidence, for it would be impossible to ask Mr. Lloyd George to go to Genoa if there were any doubt about his authority.

BRITISH PROPOSAL RESPECTING
RUSSIAN DEBTS.

The *Pall Mall Gazette* states that the Allied experts, who are deliberating upon the Genoa programme in London, yesterday considered a British proposal that the existing Russian debts be paid by a new series of bonds to be issued by the Soviet Government not bearing interest for the first five years. It is stated that there is every reason to believe that the plan will meet with acceptance from Russia.

ANGLO-RUSSIAN TRADE.

London, March 21st.

Goods to the value of £2,900,000 were imported from Russia, including Siberia, to Britain during the eleven months of the operation of the Anglo-Russian Trade Agreement. Mr. Mitchell Thompson in this informing the House of Commons added that there was nothing to indicate what portions thereof originated from the Baltic States or non-Russian countries. £2,900,000 worth of United Kingdom produce and manufactures and £1,300,000 worth of foreign and colonial re-exports from the United Kingdom were concurrently consigned to Russia, excluding British exports to foreign countries.

THE "MUI TSAI" SYSTEM.

TO BE ABOLISHED IN HONGKONG.

CHANGE TO BE CARRIED OUT WITHIN A YEAR.

London, March 22nd.

In the House of Commons, replying to a question for the Colonial Secretary of State for the Colonies, Mr. Churchill reported that his Government, in consultation with the Society (Societies) for the protection and abolition of *mui-tai*, would draw up a scheme for the abolition of the system. (Cheers.) This would take time. Meanwhile, Mr. Churchill said he had directed the issue of a Proclamation stating that the status of *mui-tai*, as existing in China, would not be recognised in Hongkong in future. Particularly, no compulsion for girls over twelve to leave their homes would be allowed. The Governor pointed out that this would involve the risk of girls being exposed to the wiles of unscrupulous employers. Mr. Churchill consequently directed that *mui-tai* be warned that until protection could be afforded them, they should not leave their homes except in case of ill-treatment.

Mr. Churchill added that though obviously an established custom must not be altered at a moment's notice, the Governor and he were determined to terminate the system at the earliest moment possible, and he had intimated to the Governor that he expected the change to be carried out within a year. (Cheers.)

In connection with this subject the following paragraph from yesterday's *Colonial Times* is of interest:—The *mui-tai* system was recently abolished by the President's proclamation, but the future occupation of the newly-freed girls has become one of the most vexatious questions engaging considerable attention from the women of Canton, who propose to organize, as many industrial institutions as possible in which to place these "unfortunates" and give them the necessary vocational education to enable them to earn an independent living after they have acquired their freedom. Many public spirited citizens who advocated the abolition of slave-girls are in favour of the proposition, and now advocate the immediate establishment of such institutions. The necessary funds may be donated by the Government and raised from the public. Concerning the campaign of raising funds, regulations have been drawn up to be submitted to the Government for approval.

SENSATIONAL PARIS
INCIDENT.CHINESE STUDENT FIRES AT
MINISTER.

Paris, March 21st.

A Chinese student, Lee Ho-ling, fired four revolver shots last night at a motor-car containing T. S. Chen, the Chinese Minister, and wounding M. Stangou, an engineer accompanying the Minister, in the head. The assailant, who immediately surrendered, stated that he fired at the Minister because "he showed little regard for Chinese residents in Paris."

The wife of the Chinese Minister was also in the motor-car returning from a dinner-party at the house of Chinese friends. The car had hardly started when the shots were fired. The Minister stopped the car and ordered the chauffeur to take it back; then, with the Chinese Consul-General, who had also been in the dinner-party, he had the wounded man sent to hospital before proceeding home in another car.

Mr. Stangou was taken home after the bullet had been extracted.

ASSAILANT WITH BOLSHEVIST
SYMPATHIES.

LATER.

Photographs of Lenin and Trotsky were discovered among Lee Ho-ling's belongings, also other indications of Bolshevism. Lee Ho-ling was secretary to M. Mandroville Tcheng, who was entertaining the Minister on the occasion of her birthday.

Lee Ho-ling, interrogated by the police, denounced the Minister, who he declared was responsible for the expulsion of a hundred and fifty destitute Chinese students at Lyons.

M. Stangou is a Chinese delegate to the International Transport Conference at Rome. His condition is not serious.

NO ANGLO-AMERICAN
UNDERSTANDING.

DENIALS MADE ALL ROUND.

WASHINGTON, March 21st.

Denials all round have been made in respect of the alleged statement of a New York lawyer, who, on the authority of Senator Borah in the Senate, is supposed to have said that all the American delegates at the Washington Conference told him that an Anglo-American understanding existed in the event of any case arising under the four Power Treaty.

Besides repudiations by Mr. Hughes, Senator Lodge and Senator Underwood, the lawyer himself now declares that he never made the attributed statement. The charge is furthermore emphatically denounced by President Harding, who characterises it as outrageous and declares it inconceivable that the United States should invite Japan to the Conference and then be perfidious enough to turn round and make a secret antagonistic agreement.

THE FOUR-POWER TREATY.

SIR AUCKLAND GEDDES'
DENIAL.

New York, March 21st.

Sir Auckland Geddes, in a speech, categorically denied the statement attributed to him by Senator Robinson mentioned in a cable yesterday.

SHIPBUILDING BONUS
DISPUTE.

London, March 21st.

The shipbuilding bonus dispute has further developed, owing to the employers' decision to put into operation their latest offer, namely, a reduction of 10/8 weekly on March 29th and an additional 6s. on April 7th.

PRAYA MURDER TRIAL.

NEW EUROPEAN WITNESS COMES
FORWARD AT THE ELEVENTH
HOUR.DISCUSSION AS TO ADMISSIBILITY OF
HIS EVIDENCE.A surprise was sprung when the Court
assembled in the Praya Murder trial
yesterday morning. Instead of Mr.
Jenkin's continuing the case for the de-
fence, as would normally be the course of
events, the Attorney-General was the first
to rise.

"My Lord," said Mr. Kemp, "a rather
unusual thing has happened in this case.
This morning at about ten o'clock a
gentleman from an office in Queen's Build-
ing came to see me and made a statement
in regard to the facts of this case. He
told me what he saw. I have had a
statement taken from him and it is now
being prepared. I have told my learned
friend and have also told him that I feel
it my duty to ask your Lordship for
leave to call this additional evidence,
which I think is very material. There
were two other persons employed in the
same firm on the same verandah at the
time. I have seen one of them and I do
not think he can add materially to the
evidence. The other one I have not seen."

The Chief Justice: The gentleman in
question had made no communication to
the police before.

The Attorney-General: I gather not,
my Lord. I do not want to state the
evidence but I consider it very material
that he should be called and I ask your
Lordship for leave to call him.

Mr. Jenkin said he only received this
information a few moments ago and in
the short time at his disposal he had
asked his learned friend Mr. Potter to
assist him in looking up the legal position.
As far as they could find there was
no precedent for fresh evidence being
given after the case for the Crown had
been closed and the prisoner had been put
into the box.

The Chief Justice: The time to tender
fresh evidence is before commission.

Mr. Jenkin: Yes, it is, although
in practice here, fresh evidence is served
in the course of a trial. I have had it
in this trial, but of course it was during
the currency of the Crown case, and not
after its conclusion.

The Chief Justice asked Mr. Jenkin if
his objection would be met by an adjourn-
ment to consider the evidence.

Mr. Jenkin: The nature of the evi-
dence is such that I should be able to
cross-examine upon it at once. My objec-
tion to it is on principle, that it is con-
trary to the established practice of
criminal courts to admit such evidence.

The Chief Justice: The court is
naturally very anxious that the jury
should have every possible piece of evi-
dence before it that could bear either on
the Crown case or the prisoner's. So far
as my experience goes—and it was very
considerable, at one time, in murder
cases—I have never heard of new
evidence being tendered after commis-
sion except at the request of the Court.

The Attorney-General said that he did
not know of any decision which made
it obligatory on the court to refuse the
evidence. He repeated his request for
permission to call him on public grounds.

In his experience, the Attorney-General
added, he had never known an instance
where fresh evidence had come along
after the Crown case had closed.

"That is obvious," retorted the Chief
Justice, "because as a rule the police
ascertain all the evidence that is avail-
able on the part of the Crown and call
it before the Magistrate."

His Lordship went on to point out that
the case had been fully reported in the
Press and people who could tender evi-
dence should come forward. Speaking
generally, it seemed to him that they
might be creating a very dangerous pre-
cedent.

Mr. Jenkin urged that the Court apply
to the case section 83 of the Code of
Criminal Procedure which authorises a
judge to reserve any point of law for
argument before the Full Court, the trial
meanwhile proceeding in the ordinary
way and the validity of any conviction
being contingent on the Full Court's
decision with regard to the point of law.

His Lordship said it was a point which
should properly engage the attention of
the Full Court. He proposed, he intimat-
ed, to confer at once with the Puisne
Judge. "But I have great doubts," His
Lordship declared, "as to whether I
ought to take this statement."

The Attorney-General said that the
whole question was one of prejudice to the
prisoner. If the evidence was admitted
Mr. Jenkin could open again and have
an adjournment if he liked.

Mr. Jenkin pointed out that in view
of these statements being made by a
public officer of the standing of the
Attorney-General it was just possible that
the jury might think that the evidence
was of great import and if not admitted
might affect their minds unconsciously
as they might think that by a technical
objection, some piece of evidence had been
excluded which would have gone to pro-
ving the guilt of the prisoner.

Mr. Jenkin again urged the Judge to
take the action he had already suggested.

The Chief Justice: I tell you at once,
Mr. Jenkin, I won't reserve it.

Mr. Jenkin: If your Lordship refuses
to reserve it I must withdraw my objection
because of the harm it may do to the
prisoner's case. I would rather have
it out and see what it really comes to.
Although I stick to my objection that
it is inadmissible I feel now that the
only right thing to be done is to let
the jury hear what the evidence really is.

His Lordship then left the Court to
confer with the Puisne Judge.

Returning a few minutes later he said
to Mr. Jenkin, "I understand that, in
the circumstances, you are not object-
ing."

Mr. Jenkin: No, my Lord.

THE NEW EVIDENCE.

The Attorney-General then called Mr.
D. M. Larkins, an assistant in Messrs.
Reiss & Co., top floor of Queen's Build-
ings. He said that part of his firm's
offices faced Statue Square. At about
11.45 a.m., on February 24th, he was sit-
ting at his desk beside the window. He
heard a report and a shout. He thought
it was a cracker fired probably by a sam-
pan coolie and took no notice of it.
Somebody shouted that a man had been
shot and witness walked on to the
verandah and looked over the railing.

He saw three scenes. As far as he could
remember he first saw a European with a
stick running towards the Queen Victoria
Statue from the Praya; also one or two
Chinese firemen. He then looked towards
the New Statue Pier and near the eastern
end of the boarding saw a ricksha with
a body lying over the shafts. Witness
then looked towards the Bank and saw a
man who looked like a coolie running
towards the bank on the pavement on the
side of Wardley Street nearest Bank
Gardens. He watched the man until he
disappeared across Des Vaux Road
around the corner of the Bank, in
Wardley Street. Witness then telephoned
the ambulance and on looking up again
saw a man being brought back between
two firemen, followed by the European,
from the direction of the Bank. There
were half a dozen or more Chinese in the
rear of the European. He did not notice
anybody else in front of the European.
When he looked at the man like a coolie
who was running he saw nobody else run-
ning except the pursuers he had men-
tioned.

The Attorney-General: Mr. Larkins,
you came to see me about ten o'clock this
morning—Yes.

Had you previously communicated with
the police or the authorities on this
subject?—With the exception of a tele-
phone message for the ambulance, no.

Mr. Jenkin: Taking in of these three
mental pictures was only a matter of a
moment—Yes.

The witness then marked, at Mr.
Jenkin's request, the relative positions of
the persons he saw running.

Mr. Jenkin: The only things that re-
main clear in your mind are the three
pictures, as the Attorney-General has
put it?

Witness: Not quite all. I did not
mention that, at the time I saw this
coolie running, he was absolutely alone
on the path in Wardley Street. That I
am positive of.

Mr. Jenkin: You are in the office of
Messrs. Reiss & Co.—don't think I am
making any suggestions of impropriety,
because I am not—but one of the gentle-
men on the jury is in the same office?

Witness: Yes, I am.

Did you discuss this with him?—I have
mentioned it to him this morning.

Who was the other gentleman on the
verandah?—Mr. Brister.

There was a lady in the office named
Mrs. Evans—Yes, she was on the
verandah.

The Attorney-General told the Chief
Justice that Mr. Sinclair was the Head
of Messrs. Reiss & Co., for the moment,
in Hongkong.

His Lordship said that in the interests
of Mr. Sinclair, he should not the witness
as to nature of his communication.

Witness: I went in to see him with
my hat and coat on and told him that I
was thinking of going to see the Attorney-
General with regard to what I had seen.
He replied that he could not discuss the
question but if I had seen anything it
was only right that I should go. That
was all that passed.

His Lordship observed that he did not
think the slightest objection could be
taken to that.

The foreman of the jury asked how the
man like a coolie whom the witness saw
running was clothed.

The witness answered that he saw him
through a pair of field glasses after he
had been brought back. He had no hat
on and wore a dark or a blue coat.

After the conclusion of Mr. Larkins'
evidence Mr. Jenkin asked whether the
Attorney-General proposed to call the
other people whose names had been men-
tioned. Mr. Kemp replied that he did
not consider that they would be able to
furnish any material evidence. Mr.
Jenkin asked that in any event he should
be provided with a proof of their state-
ments in case he decided to call them him-
self.

When the Attorney-General had agreed to
do this the case for the defence was
resumed.

CASE FOR THE DEFENCE RESUMED.

The prisoner again went into the wit-
ness-box.

The Attorney-General was cross-examin-
ing the prisoner as to why he did not
protest when arrested, when the Chief
Justice intervened.

"What did you think you were being
held down for?" asked the Judge.

"I do not know why," said the pris-
oner.

When did you first know you were ac-
cused of murder?—On the Praya.

Did you then protest your innocence?—
On the Praya, I said I did not do it.

Whom did you say that to?—I men-
tioned it in general.

I did not hear cries of "Seize him?"

The Chief Justice: The man who
knocked you down heard them and
thought they applied to you. He says
you were the only person he saw there.

When the hearing was resumed after
luncheon questions were put to the prisoner
by Mr. Bird, of the Bench, as to the
jury. Mr. Bird asked why the prisoner
was registered at the "Seaman's Club" in
October if he did not become a seaman
until December?—The prisoner replied,
"I joined the club at that time."

Mr. Bird: We want to know "why,"
my Lord.

Nothing definite was obtained from the
prisoner, however, until later, when Mr.
Jenkin elicited in re-examination that,
because business was bad, the prisoner
registered with the guild in order to
become a seaman when the opportunity
occurred.

The jury also questioned the prisoner
as to his name being the same as the
deceased's. Was he of the same clan? he
asked Mr. Bird. The prisoner said he
did not know the deceased, nor whether
he was of the same clan or not.

Lau Kwing Yuen, photographer, said
he took photographs of the pillars in
Statue Square.

SEEN FROM THE PAVILION.

A youth working on the reception pavil-
ion stated that what he saw on the Praya
side of the pavilion, on the scaffolding, he
saw three or four men outside the
new pier hoarding and about three
at the corner of the garden on the op-
posite side of the road. He saw a ricksha
passing with a Chinese in it. The hood
was up. He then saw one of the three
men from the corner of the garden come
out first, the others following. One pulled
the hood of the ricksha aside with his
left arm and flung his right arm up, and
then the witness heard a report.
"Bang." The three men ran towards
the Queen's Statue and the men outside
the pier hoarding ran forward. After the
ricksha driver had run about eight or
ten feet the occupant fell forward and
the ricksha was dropped. He saw a
European there, he could not say if Capt.
Morgan was the man, but the man was
about his build. The European ran
towards the Queen's Statue; that was all
about the time the ricksha dropped. He
did not see the prisoner there on that
occasion. The man who fired the shot
was a very tall, big man. On March
18th he identified the prisoner as the man
he had seen under arrest. The prisoner
was not one of the three men who came
forward when the shot was fired.

The Attorney-General asked the witness
if he had talked to any of his fellow
workmen about this matter. The witness
said he had not. Proceed on the matter
he said with some heat, "Of course I
would not talk about it! Would you
dare to talk about it here and there,
about someone being shot?"

IN QUEEN'S SQUARE.

A man working on the pillars in
Queen's Square said that on the day of
the occurrence he saw the prisoner look-
ing at the pillars and statues. He heard
a "bang" and then saw two men com-
ing from the Praya; they ran very fast
towards the tram lines. Later, seven
or eight men came running from the
same direction. Some went one side of
the Statue and some the other. The
prisoner joined them.

The Interpreter: The witness used the
expression, "He foolishly followed them."

The witness saw a European there but
could not say if it was Capt. Morgan. It
was a matter of about the same build.
The European chased the prisoner. The first
of the two Chinese he saw running first
was short and thin in dark coloured cloth-
ing; the other was taller and was dressed
in grey.

Cross-examined, the witness said he went
to theiffin after the running man went
past.

The Attorney-General: Like the last
witness, is your sight

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PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.)

PARIS, February 13th.

One has to come to a city of ideas like Paris to realize to what a tremendous extent the women are individualistic in their dress. They all follow the fashion in a broad, general sense, but each one creates, or demands to be created for her, clothes which will express her own particular personality and in which she will not feel just like a million or so other women in Paris. They will consent, even slavishly, to follow along set-down lines of colour, line and trimming, but no more. Just now they are accepting with the best grace in the world to wear long dresses, but they insist on each dress of the many millions which must be worn daily in Paris being quite different from the rest. This thirst for individual expression in clothes holds good in every detail of lingerie, footwear, hat, bag and even coat. One would think the last, a most difficult garment to manage, seeing its only raison d'être is that of pure utility, but Parisiennes succeed in turning to advantage even this ungrateful article, and creating from heavy, dull-coloured material models of esthetic grace and elegance.

Every year the line alters for coats, and a very nice way that it is rarely possible for one to miss last year's coat. No doubt this is done on purpose, seeing the climate obliges one to wear a heavy coat at least six months out of the twelve, and critics' eyes would grow tired of always seeing the same silhouette. A couple of years ago every coat was drawn tightly in to the waist by means of belt or ribbon; last year they were long and crossed over in front, fastening on the left side with a big fancy button; this year they are far more elegant and intricate. They all show a plain back and front, with fulling on the sides, this general idea being elaborated in a thousand ways. The more elegant models have a deep yoke to which a plain skirt part is attached. When this is the case, the fulling at the sides may be simply eased on to the inner side of the yoke and hidden away beneath the lining, the edge of the yoke in this case being finished with rows of stitching or braid. A more original idea is to gather the fulling into a row of organ-pipe pleats, these setting out from the coat and adding a quaint and pleasing note. Some times the fulling is taken and formed into two loops, which jut out two or three inches or so. If one is not afraid of appearing to be ultra-smart, one single loop is formed this way and the top is trimmed with a band of fur or lamb's wool.

The yoke is always cut on lines which mould very closely the figure, and the length is always to, or below, the waist. Sometimes a yoke will show a front part reaching to the waist and a back reaching several inches below it. The rounded off beetle-back effect, also, is popular. The skirt, too, except for the fulling at the sides, is cut on skimp lines and is just sufficient to outline and cover the figure without encumbering it. Sleeves, of course, may follow any whim of the moment, but as a general rule they are long, reaching well below the wrist, and are wide and open. The deep roll collar is more worn than any other type, some of these measuring quite half a yard wide; they are gathered slightly at the back, where they fit on at the nape of the neck so as to give them sufficient play and enable their wearer to double them up in extra cold weather. Fur coats, almost without exception, are made with a deep roll collar as possible, a collar which comes well out over the shoulders and is bunched up round the neck on chilly days. Yokes, however, are not seen so much on fur coats, the rest of the line being straight, with no sleeves at all or else sets through which to pass the arms. When sleeves are added they are wide, plain, and fit into the rest of the coat in a mysterious sort of way, so that no armhole is apparent and they seem to melt in with the general line.

For trimming, nothing is so popular as fur, especially short-haired fur, such as beaver, mole, squirrel, opossum, and seal skin. An expensive coat will have a deep roll collar, cuffs, and a deep band round the bottom of (for preference, just now) beaver. Skunk is nowhere to be seen, and monkey has at last outlived its extraordinary run of popularity. Mole skin is often cut into strips and tabs and added in the form of a design on the skirt part of the coat, the collar and cuffs being composed of a whole strip of the fur. I saw a pretty dark grey duvetyn coat, recently treated in this way; strips of mole skin about two inches wide and five inches long were laid on in a Greek key design round the hem of the skirt, each strip being about an inch apart from the other; collar and cuffs of mole skin were added and the most becoming of coats was thus created.

Colours being worn this winter are mole, slate grey, champagne and golden brown. When a coat of fur is not beyond the purse of the would-be wearer, seal skin, beaver, astrakhan or squirrel is chosen. Royalty and profiteers wrap themselves in tail-less ermine, sable or chinchilla. Squirrel is rarely seen in its grey mood now-a-days, a new idea of dying it brown having taken on. When treated in this way, squirrel is known as "petit gris lustré". The light and dark grey shades of squirrel when changed into light and dark shades of brown certainly look richer and more handsome than the rather insipid original grey skin, and those who are not keen connoisseurs might easily mistake a coat of dyed squirrel for one of sable.

Besides these authentic skins there are a host of imitations made for the most part, from the homely Australian bunny. There are no furrers in the world so clever as the Parisians at transforming skins with the aid of the dye pot and a pair of scissors (with which they dash the fur into the tiniest of strips and then sew these together again at different angles so as to produce a certain grain in the fur), they are able to practice

(Continued at foot of next column.)

Quality

Particularly in relation to articles of food, the quality is of greater relative importance than the price. From a health point of view, a smaller quantity of the best quality is more beneficial than a large quantity of inferior quality.

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Many lives have been saved by the timely use of good stimulants. Many lives have been lost by the use of bad stimulants.

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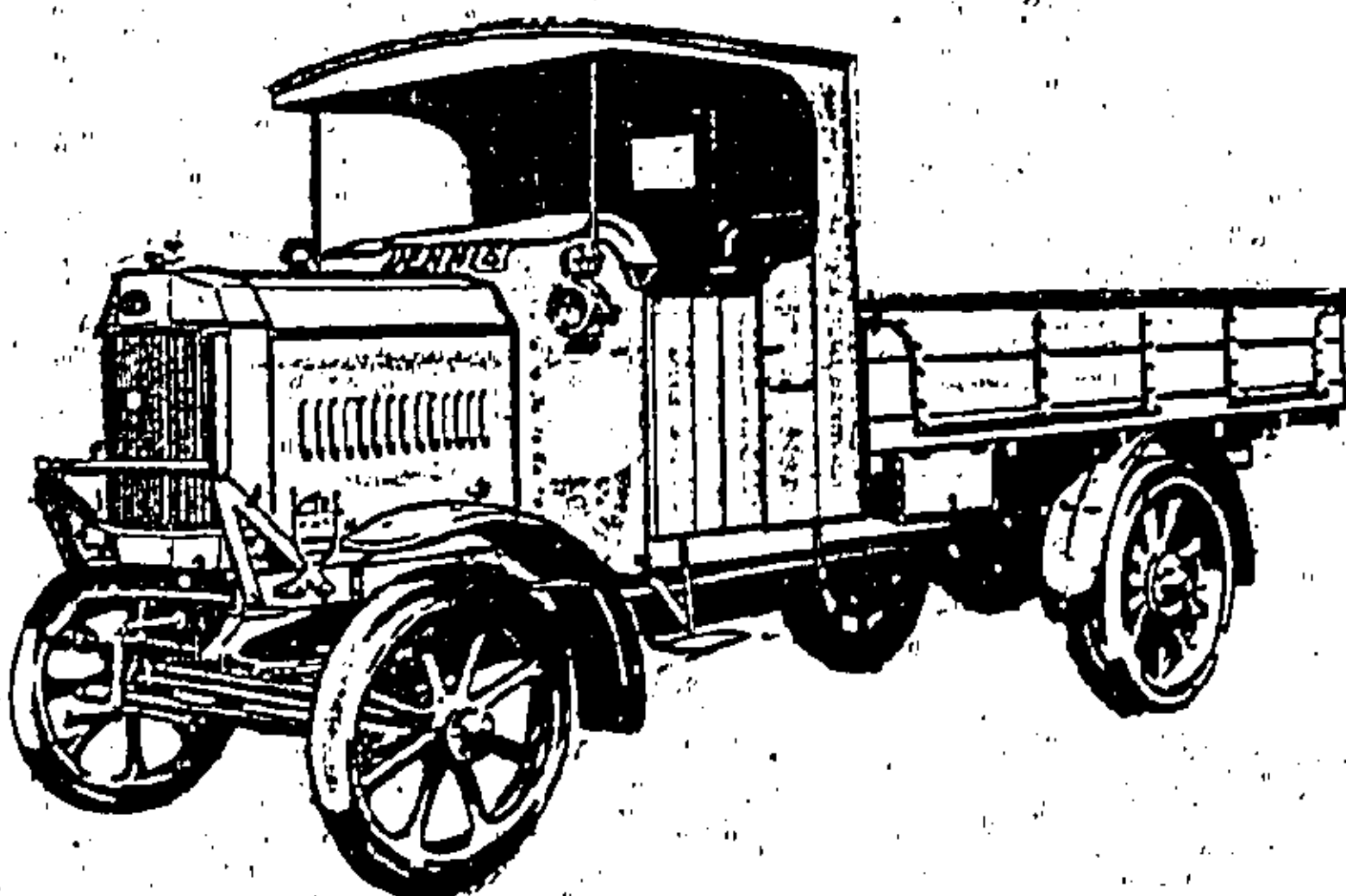
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GOING UP—THE COST
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DENNIS

Slip it
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and take all the Pictures you
wish, with the minimum of
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From 1½ x 2½ to Post Card size.
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APIOLASTEL
PILLS**
A French Remedy for all Irritations
of the Urinary Tract, such as
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all the troubles which arise from
these causes. It is a powerful
diuretic, and acts on the
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valuable remedy, and is
used by the highest
authorities in France.
**MARTIN'S
APIOLASTEL
PILLS**

ally to imitate, any fur. You never see such a thing as a rabbit-skin coat in Paris; any bunny that has come into the hands of the furrier has long ago been clipped and dyed and sent forth again as an excellent imitation of Ooney seal. Likewise, you never see a musquash coat; this, too, has been put through a process which turns it into such a marvelous imitation of Hudson seal that any of the specimens might be pardoned for weeping over it as his long-lost brother. White rabbit, of course, is sold on many an occasion to people who have not detected the difference, as ermine. The prevailing fashion for tail-less ermine makes this easier, as the little distinguishing black spots are now nowhere to be seen. There is a perfect rage this season for astrakhan, and one sees so many coats of it that one would think it cost no more to yard than cotton-wool. It is also seen a great deal as a finish to collar and cuffs of cloth coats or tailored jackets.

For the hospitable table—a fine after-dinner port of a rich ruby colour, soft and clean to the palate.

FINDLATERS'

"Treble Diamond" Port.

Very popular at most of the well known Clubs in London.

Agents for Hongkong & South China.

Messrs. CARTERS,

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**CHAPOTEAUT'S
PROSPERO-GLYCERATE OF LIME**
It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Headache, and nervous diseases in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP

SHIPPING NEWS

ARRIVALS

March 22nd.
Kwai Kai, Chinese str., 122 tons, Capt. Kwai Kai, from Tientsin, with a general cargo. — Wai Wing S.S. Co.
Lok Sang, British str., 360 tons, Capt. C. van Corbando, from Haiphong and Hobei, with a general cargo. — J.M. & Co.
Sunning, British str., 1,570 tons, Capt. H. A. Waver, from Canton, with a general cargo. — B. S.
Amo, Japanese str., 3,717 tons, Capt. N. Kuroki, from Moji, with a general cargo. — N.Y.K.
Changshing, Chinese str., 230 tons, Capt. Wm. Ross, from Tientsin, with a general cargo. — Chung Kee S.S. Co.
Hok Canton, Chinese str., 356 tons, Capt. Leung Long, from K. (C. Wai), with a general cargo. — Wo Hong
Hidaguni, British str., 361 tons, Capt. W. J. Cotton, R.N.R., from Swatow, with a general cargo. — Chu On S.S. Co.
Kaiyong, British str., 1,605 tons, Capt. Macfarlane, from Chungking, with coal. — Doddell & Co.
Ningpo, British str., 1,228 tons, Capt. A. McKee, from Shanghai, with a general cargo. — B. S.
Prager, Norwegian str., 1,170 tons, Capt. E. Olsen, from Saigon, with rice. — Fook Tai Cheng
Taiyo Maru, Japanese str., 11,157 tons, Capt. H. Nagano, from Shanghai, with a general cargo. — T.K.K.
Taiyo Maru, Japanese str., 1,252 tons, Capt. M. Saito, from Nagasaki, with a general cargo. — N.Y.K.
Tyngsland, British str., 1,712 tons, Capt. C. A. Wilson, from Vancouver and Kutchikan, with a general cargo. — B. S.
Anshin Maru, Japanese str., 928 tons, Capt. Y. Sawaka, from Keelung, with coal. — K. Kinnara & Co.

CLEARANCES

March 22nd.
André Lebon, for Haiphong.
Arushan, for Surabaya.
Banco, for Amoy.
Empress of Asia, for Shanghai.
Kaiyong, for Pakhoi.
Kaiyong, for Whampoa.
Kishu Maru, for Takao.
Kwaiyong, for Singapore.
Kwaiyong, for Canton.
L. Gilano, for Singapore.
Sooka Maru, for Canton.
Sunning, for Shanghai.
Yachung, for Swatow.

PASSENGERS

ARRIVALS.
 Per T.K.K. s.s. **Taiyo Maru**, on March 22nd: — Mr. G. S. Armby, Mr. and Mrs. H. E. Backmann, Mrs. J. B. Brounson, Mrs. H. L. Brounson, Mr. E. C. Brounson, Mr. W. L. Courtney, Mr. C. E. Davis, Mr. H. C. Douglas, Mr. T. G. Drakeford, Mr. and Mrs. A. J. Edgar, Mr. S. Y. Fren, Mr. and Mrs. A. T. Evans, Mrs. W. D. K. Gibson, Mrs. L. M. Hanna, Miss C. Hendry, Mr. and Mrs. F. Hilton, Miss K. D. Hubbard, Capt. W. E. Kent, Mr. and Mrs. G. D. Loomis, Mr. J. L. Milligan, Mr. and Mrs. N. Parker, Mr. T. B. Paul, Mr. N. H. Pettit, Mr. J. P. Poley, Mr. A. Schofield, Mr. and Mrs. F. M. Selson, Mr. G. Smith, Mrs. J. S. Smith, Mr. A. Weill, Mrs. E. C. Wheeler, Mr. and Mrs. Wm. Wallace and Mrs. E. Weatherly.

SHIPPING MOVEMENTS

The B.I. s.s. **Tokoda** left Shanghai on March 22nd, and is expected to arrive at Hongkong on or about the 25th inst.
 The B.I. s.s. **Colaba** left Rangoon on March 20th, and is expected to arrive at Hongkong on or about April 1st.
 The P. & O. s.s. **Dacca** is expected to leave Bombay for Hongkong on April 3rd.
 The N.Y.K. s.s. **Kanagawa Maru** (South America line) left Kobe for Hongkong via Moji on March 21st, and is expected here on March 25th.
 The N.Y.K. s.s. **Yoshino Maru** (European line) left London for Hongkong via Suez on March 15th, and is expected here on April 27th.

VESSELS EXPECTED

Calcutta Maru (N.Y.K.), due March 20th.
City of Calcutta (Bank line), due April 1st.
Hakone Maru (N.Y.K.), due March 30th.
Kalyan (P. & O.), due March 25th.
Kamo Maru (N.Y.K.), due March 25th.
Kendal Castle (Dodwell-Castle line), due early in April.
Merano (Lloyd Triestino), due March 27th.
Mito Maru (N.Y.K.), due March 30th.
Plaza (P. & O.), due April 8th.
Tango Maru (N.Y.K.), due March 29th.
Teirias (Blue Funnel line), due March 24th.
Telemachus (Blue Funnel line), to-day.
Wakasa Maru (N.Y.K.), due March 29th.
Yokohama Maru (N.Y.K.), due April 13th.

HONGKONG TIDE TABLE

From 23rd to 29th March, 1931.									
HIGH WATER.					LOW WATER.				
Days of Week.	Days of Month.	H'kong Standard Time.		Height.		H'kong Standard Time.		Height.	
		h.	m.	ft.	in.	h.	m.	ft.	in.
Thurs.	23	7	35	4	4	0	35	1	8
Fri.	24	8	10	6	0	1	18	3	7
Satur.	25	8	59	6	1	0	50	2	3
Sun.	26	9	28	4	8	1	52	1	6
Mon.	27	9	43	5	1	1	33	3	0
Tues.	28	10	17	6	2	2	22	1	4
Wed.	29	10	47	6	2	2	11	2	5
Thurs.	30	11	9	5	3	2	51	1	4
Fri.	31	11	52	4	3	2	43	2	3
Satur.	1	12	18	5	6	3	19	1	6
Sun.	2	9	26	8	1	3	25	1	9
Mon.	3	9	39	6	8	3	47	1	6
Tues.	4	10	2	5	9	4	3	1	7

WEATHER REPORT.

March 22nd at 12.30. — Pressure is highest over the Yellow Sea. It has increased considerably over N.E. Japan and decreased moderately to slightly from Wei-haiwei to N. Luzon.
 A deep depression, which was yesterday over N.E. Japan, has passed in to the Pacific. The monsoon is interrupted to the north of Amoy.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 8.91 inches, against an average of 3.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows: —

Forecast
 Dispersed { N.E. or variable winds, moderate, generally cloudy.
 The same as {
 Formosa Channel { No. 1.
 South coast of China between { The same as
 Hongkong and Lamoocks { No. 1.
 South coast of China between { The same as
 Hongkong and Hainan { No. 1.

NOTICES TO CONSIGNEES

KONINKLIJKE PAKETVAART
 MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE.

THE Steamship
 "VAN OVERSTRAATEN"

having arrived, from the above Port, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 23rd Mar., 1934 will be subject to rent.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
 JAVA-CHINA-JAPAN L.I.N.
 Agents.

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO',
 LONDON & STRAITS.

The Steamship "BENALDEN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining and delivered after the 25th inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 1st Apr., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
 GIBB, LIVINGSTON & CO. LTD.
 Agents.

Hongkong, 18th March, 1934. [651]

THE BEN LINE STEAMERS LIMITED

S/S "BENVOELICH"

CONSIGNEES of Cargo from Antwerp, Middlesbrough, London and Straits Ports per the above-mentioned steamer are hereby notified that all cargo, with the exception of explosives and Heavy Lifts, has been brought forward from Singapore per s.s. "Benalder," and is now being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all cargo remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st Apr., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
 GIBB, LIVINGSTON & CO. LTD.
 Agents.

Hongkong, 18th March 1934. [652]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

M. V. "GLENAMOEY" FROM UNITED KINGDOM & INTERMEDIATE PORTS.

M. V. "GLENMARA" FROM UNITED KINGDOM & INTERMEDIATE PORT.

CONSIGNEES of cargo by the above vessels are hereby informed that same have been returned from Shanghai by m.v. "GLENAMOEY" to-day and all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 25th March, at 5 p.m. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 25th March, 1934, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 20 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
 JARDINE, MATHESON & Co., Ltd.,
 Agents.

Hongkong, 18th March, 1934. [645]

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki (Moji), Kobe, Yokohama, Vancouver & Montreal.
 From Hongkong Arrive Vancouver From Vancouver

Empress Asia	Mar. 23 April 10	Empress Britain	Apr. 22 Apr. 29
Empress Russia	Apr. 20 May 8	Empress France	May 16 May 23
Montenaple	Apr. 25 May 13	Empress Britain	May 26 June 2
Empress Japan	May 4 May 25	Montenaple	June 2 June 10
Empress Canada	May 18 June 5	Empress France	June 13 June 20
Empress Russia	June 1 June 19	Empress Scotland	June 27 July 4
Empress Australia	June 15 July 3	Empress France	July 11 July 18
Empress Asia	June 29 July 17	Empress Scotland	July 25 Aug. 1
Empress Canada	July 13 July 31	Empress France	Aug. 8 Aug. 15
Empress Russia	July 27 Aug. 14	Empress Scotland	Aug. 22 Aug. 29
Empress Asia	Aug. 10 Aug. 28	Empress France	Sept. 5 Sept. 12

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Genoa.
 Allotment of Cabin in Atlantic steamers held here and through tickets issued.
 Early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Room.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
 Hongkong Office. Telephone 712. Cable Address: "CANPAC."



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKIANG" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG to SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu

s.s. "NANKIANG" s.s. "CHINA" s.s. "NILE"

May 30th April 25th April 4th

at noon at noon at noon

Java Service

HONGKONG TO
 SINGAPORE & JAVA PORTS.
 S.S. "GORJISTAN"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also.
 Cargo accepted on Through Bills of Lading for shipment at Fast Freights to work for regular for principal Atlantic Ports.

C. T. SUNDGREN, GENERAL AGENT
 FRANK'S BUILDING, 101 HURST STREET.
 TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
 No. 1024. No. 2161. 24

YAMASHITA KISEN KAISHA (THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hobei & Pakhoi

s.s. "HOZUI MARU" on or about 31st March.

FOR KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" on or about 30th March.

For further particulars, please apply to—

Branch Office, No. 37, Bonham Street, Wai. Tel. No. 155.

83 MITARAI, Agent, Top Floor, King's Building, Tel. No. 140.

ON SALE

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, January to June 1931

With Index, Price \$7.50.

On sale at the Hongkong Daily Press

N. Y. K.

SAIGON SERVICE BY AIR MAIL

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

SOWA MARU (calling Manila) Saturday, 8th Apr., at 11 a.m.

(To be transhipped at Kobe into SHIDZUKA MARU)

FUSHIMI MARU To be transhipped at Kobe into YOKOHAMA MARU

Wednesday, 3rd May, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KAMO MARU Sunday, 28th Mar., at 11 a.m.

KATORI MARU Sunday, 2nd April, at 11 a.m.

HAMELBO, via LONDON & ROTTERDAM.

Friday, 14th April.

LIVERPOOL via MARSEILLES.

First half of April.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU Thursday, 23rd Mar., at 3 p.m.

NIKKO MARU Tuesday, 18th Apr., at 11 a.m.

NEW YORK, via PANAMA.

MAKABASHI MARU Sunday, 9th Apr.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAI

KANAGAWA MARU Tuesday, 28th Mar.

COMBA via Singapore, Penang and Colombo.

AWA MARU Saturday, 24th Mar.

VALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU Monday, 27th Mar.

NAGASAKI KOBE & YOKOHAMA.

AKI MARU Friday, 14th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BOSTON MARU Friday, 24th Mar.

WAKASA MARU Thursday, 30th Mar.

HAKONE MARU Friday, 31st Mar., at 11 a.m.

For further information apply to—

Telephone Nos. 292 & 293

NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON via Suez

s.s. "BOLTON CASTLE" sailing on or about 3rd April

s.s. "KENDAL CASTLE" sailing on or about 17th April

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "PERSIA" sailing middle of April.

FOR BRINDISI, VENICE & TRIESTE

s.s. "MERANO" sailing on or about 29th March.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" sailing about the end of Apr.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"Bearport" Due Hongkong 28th April

Leave Hongkong 10th April

"Dewey" Due Hongkong 22nd May

Leave Hongkong 24th May

"West Prospect" Due Hongkong 11th June

Leave Hongkong 13th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, SOERABAYA, SAMARANG AND BATAVIA.

"Dewey" Due Hongkong 29th Mar.

Leave Hongkong 31st Mar.

"West Prospect" Due Hongkong 18th April</

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALLS.S. CO. LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

S.S. "CITY OF CALCUTTA" ... 1st April... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF HIMALA" ... 15th March... Marseilles, London, Rotterdam & Hamburg
S.S. "CITY OF CALCUTTA" ... 1st May ... do.

Subject to change without notice.

For particulars of freight and passage rates apply to—

or BEES & CO., CANTON

THE BANK LINE, LTD.

General Agents.

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NEW YORK DIRECT

Joint Service, of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

S.S. "KNIGHT TEMPLAR" ... via Suez Canal ... 20th Mar.
S.S. "CITY OF ORAN" ... via Suez Canal ... 10th Apr.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON; BEES & CO., CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

HONGKONG, KOBE & YOKOHAMA ...	"AMAZONE"	11,000 ...	On or about 31st Mar.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DIEGOUEZ, SUEZ & PORT SAID ...	"PORTHOS"	20,000 ...	On or about 14th April.
SHANGHAI & NORTH-ERN PORTS OF CHINA ...	"AMBOISE"	13,000 ...	On or about 6th April.
	"CORDILLERE"	11,000 ...	On or about 17th April.

COMMERCIAL LINE

SHANGHAI & NORTH-ERN PORTS OF CHINA ... "COM. RAMEL" 15,000 ... End of March.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 742.

R. RODENFUSSE,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers saving space accommodation for First-Class Passengers, Electric Light and Fast in operation, speed and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. J. B. Thomson | Thursday, Mar. 23rd, at 9 a.m.
HAILOONG ... Capt. W. Cooper | Sunday, Mar. 26th, at 11 a.m.

Arrivals and Departures from the Company's Wharf (near Bluffs Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Manager.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

SRI LANKA, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government)

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,000	29th Mar.	Marseilles, London & Antwerp
"SICILIA"	8,700	31st Mar.	Singapore, Colombo & Bombay
"NOVARA"	8,500	12th Apr.	Marseilles, London & Antwerp
"KALVAN"	8,987	20th Apr.	Marseilles, London & Antwerp
"PRASSY"	7,348	10th May	do.
"SICILIA"	8,700	17th May	Singapore, Colombo, Bombay, Marseilles, London & Antwerp
"DONGOLA"	8,700	24th May	do.
"DELTA"	8,108	7th June	do.
"KILMER"	2,000	31st June	Singapore, Colombo & Bombay
"SOUDAN"	7,000	1st July	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA" 7,000 29th Mar. {Singapore, Penang & Rangoon (with Transshipment at Singapore) and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (Weekly)

"ARAFURA" 6,000 7th April {Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"BANCA"	6,000	23rd Mar.	Amoy, Shanghai, Kobe & Yokohama
"KALIAN"	8,000	26th Mar.	Shanghai, Moji and Kobe
"JAPAN"	8,000	29th Mar.	Shanghai & Japan.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.
All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the tickets of their P. & O. Tickets Singapore to Colombo.

All Cables are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
12, Des Voeux Road Central, HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG UNDER TO ALTERNATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.

ALTAI MARU ... Saturday, 15th Apr.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

BUEHA MARU ... Saturday, 25th Mar.
DELI & BENGAL ... via SAIGON & SINGAPORE ... Wednesday, 1st April.KISHU MARU ... Monday, 27th Mar.
CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.PERING MARU ... Monday, 27th Mar.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via and return—Taking cargo to OVERLAND PORTS U.S.A. & CANADA.

NEW YORK via PANAMA—Regular monthly service via Japan, Penang, San Francisco, Panama and Cuban Ports.

AMUR MARU ... Monday, 1st May

NEW ORLEANS LINE via SUEZ, HAMBURG MARU ... Sunday, 2nd Apr.

JAPAN PORTS—Fukuoka & Yokohama via Shanghai

AMAZON MARU ... Friday, 31st Mar.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodations for 1st and 2nd class saloon passengers.

KAJO MARU ... Monday, 27th Mar.

AMAKUSA MARU ... Monday, 27th Mar.

TAKAU via SWATOW & AMOY ... Thursday, 23rd Mar.

SOSHU MARU ... Thursday, 23rd Mar.

Tel. No. 1090. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK
S.S. "GAELIC PRINCE" ... 31st April
For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.
Telephone 2148.
Telegrams (Furness).C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 23rd Mar., D.L.
SWATOW & HANGKOW	"LAEN SAMUD"	On 23rd Mar., 10 a.m.
TIEN-TSIN	"WUHU"	On 23rd Mar., 8 p.m.
SHANGHAI & TSINGTAO	"HUNAN"	On 24th Mar., D.L.
SWATOW & SINGAPORE	"KWEIYANG"	On 24th Mar., noon.
SWATOW & HANGKOW	"KWANGTUNG"	On 24th Mar., noon.
SHANGHAI	"LUCHOW"	On 24th Mar., 4 p.m.
HOIHOW & SINGAPORE	"LINAN"	On 25th Mar., 10 a.m.
SHANGHAI	"KWANGSE"	On 25th Mar., 4 p.m.
SOORABAYA	"TAIROOWANYI"	On 25th Mar., 4 p.m.
SWATOW & SINGAPORE	"KWANGCHOW"	On 25th Mar., noon.

SHANGHAI LINE—PASSENGER MAILS AND CARGO. Steadfast Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

HANGKOW LINE—Weekly service to and from Hankow via Shanghai. For Freight or Passage apply to—

170-180, 20.

BUTTERFIELD & SWIRE.
Agents.T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE ILLAND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	Call at Dairen & omit Shanghai	LEAVE HONGKONG
PERSIA MARU	8,000	(Call at Keelung)	Mar. 31st
TAIYO MARU	Apr. 4th
SIBERIA MARU	Apr. 24th
TENYO MARU	May 7th
KOREA MARU	May 15th
SHINTO MARU	May 29th

* Calling at Dairen. * Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTIAGO, CHILE, BALBOA, CALLAO, MOLLEND, ARIKA & IQUIQUE.
Through by TELE-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	Call at Dairen & omit Shanghai	LEAVE HONGKONG
ANTO MARU	18,500	...	Apr. 1st
SETOMARU	14,000	...	May 15th
RAKUTO MARU	June 2nd

* Calling at Dairen. * Calling at Keelung.

For full information regarding passenger freight and sailings apply to—

Y. TSUTSUMI, Manager, King's Building. Tel. No. 274 & 78

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD
EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passenger
AMERICAN STEAMERS
SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA, HONOLULU

S.S.	LEAVE HONGKONG	ARRIVE SAN FRA
"HOOSIER STATE"	Apr. 11th	May 4th
"GOLDEN STATE"	May 1st	May 15th

HONGKONG-CALCUTTA SERVICE

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON

LAKE GIANO ... May 22nd, noon.

S.S. "JACOB" ... FOR HAI-PHONG ... March 17th.

TAMPA INTER-OCEAN S.S. CO.

Freight only.
Monthly sailings.

HONGKONG, MANILA, HONOLULU, GALVESTON, NEW ORLEANS, MOBILE, HAVANA, MATANZAS, BALTIMORE, NEW YORK, PHILADELPHIA.

S.S. "WEST IRA" ... May 5th

S.S. "HANOVER" ... May 17th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.
Managing Agent, U.S. Shipping Board Emergency Fleet Corporation.
Cable Address "BOLANO." Union Building, Hongkong.

Telephone 141.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA,

"MACASSAR MARU" sailing on or about 28th Mar.

"SAMARANG MARU" sailing on or about 15th April

For MOJIL, KOBH and YOKOHAMA:

"BORNEO MARU" sailing on or about 28th Mar.

"CHERIBON MARU" sailing on or about 21st April

For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Princess Building.

Telephone 2208

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer ... via Port ... for Australia

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian Ports. Freight and passage apply to—

BUTTERFIELD & SWIRE Agents

